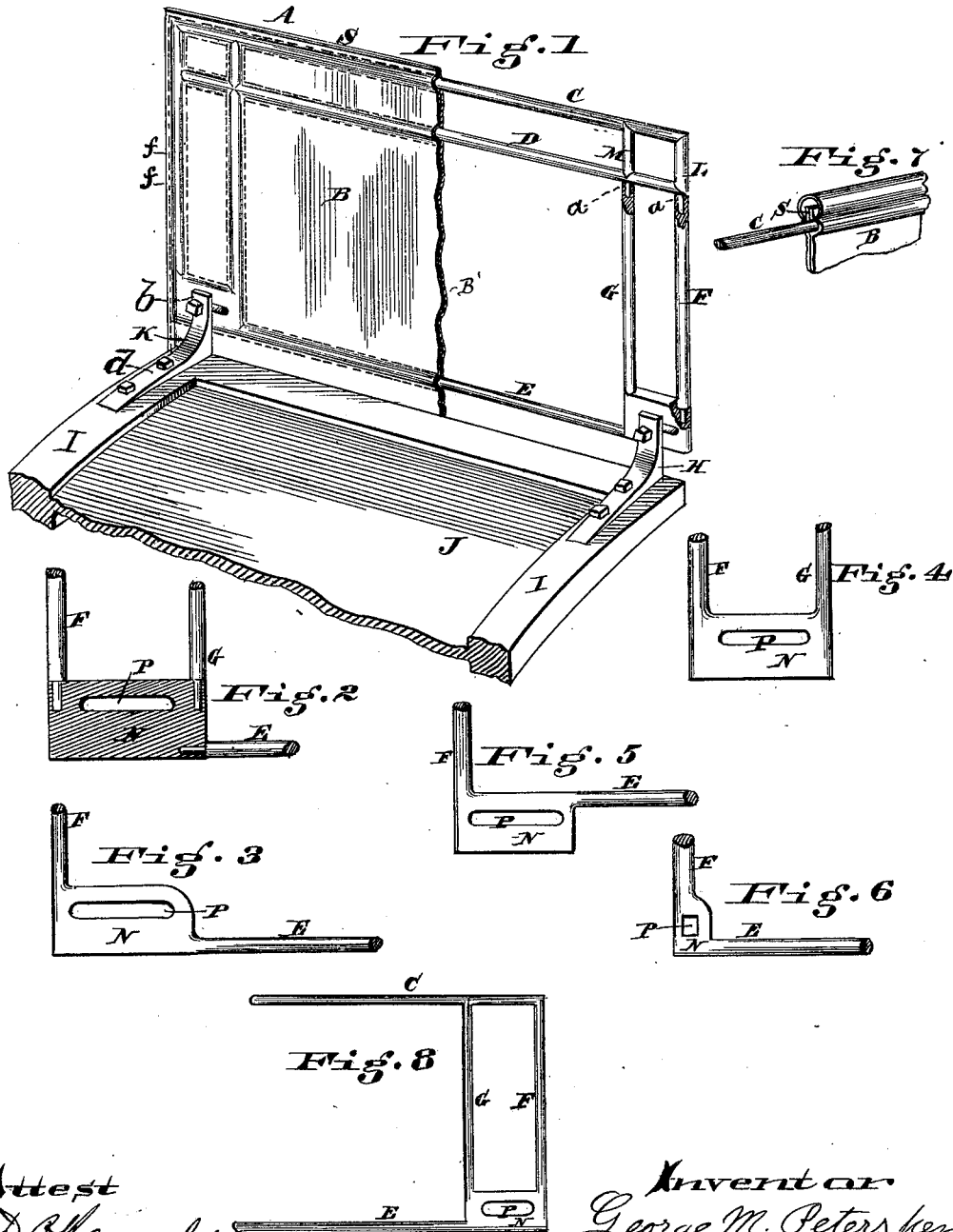


G. M. PETERS.
Vehicle Dash.

No. 213,529.

Patented Mar. 25, 1879.



Attest
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UNITED STATES PATENT OFFICE.

GEORGE M. PETERS, OF COLUMBUS, OHIO.

IMPROVEMENT IN VEHICLE-DASHES.

Specification forming part of Letters Patent No. **213,529**, dated March 25, 1879; application filed June 19, 1875.

To all whom it may concern:

Be it known that I, GEORGE M. PETERS, a resident of the city of Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Dashes, of which the following is a specification:

My invention relates, first, to the construction of dashes in sections, permitting the combination of different pieces in constructing dashes of different forms.

It relates, secondly, to the attachment of the dash to the vehicle; and this part of my invention renders the dash capable of attachment to vehicles of different widths, so that it can be sold as an article of manufacture, for application to the vehicle by the purchaser. These features of my invention render the construction easy, expeditious, and economical.

Another feature of my invention consists in such a novel construction of the dash as that there shall be at the part of the frame thereof to which the laterally-adjustable foot is to be attached a proper bearing-surface for the support and bracing of the dash.

In the accompanying drawings, which form a part of this specification, Figure 1 is a perspective view of sufficient of a vehicle to illustrate my invention; Fig. 2, a sectional detached view; Figs. 3, 4, 5, 6, 8, detached views illustrating modifications; and Fig. 7, a detached perspective view.

One mode of making the dash-frame is shown in the drawings, in which G F are parallel uprights at each end, C D E parallel cross-rods, and M L short continuations of the rods G F.

The portion C D M L may be a section in one piece, and may be detachably connected to the other and larger section, thus avoiding the expense and delay incurred in uniting all the parts in one piece, and permitting pieces of different kinds to be united in making up dashes of different forms and sizes.

If desired, there may be but one bar at each end, as shown in Figs. 3, 5, 6, or but one at the top or bottom, Figs. 3, 8.

This sectional construction of the dash and the means for uniting the sections are valuable, and may be employed with or without that portion of my invention which enables the

dash to be attached to vehicles of different widths.

In order to connect the frame to the vehicle, and further to permit a frame to be applied to vehicles of different sizes, I construct the frame and the foot H so that, by a lateral adjustment in relation to each other, the desired connection to bodies of different widths may be effected. The frames may be varied in construction to effect this result. Thus in Figs. 1 and 2 the frame has a wide bearing-piece, N, of any desired length, with a slot to receive the fastenings of the foot or attachment H, by which the dash and the body of the vehicle are connected adjustably, so that within the limits of the adjustment the foot secured to the dash may find its bearings on bodies of various widths.

The foot may be of any desired shape, being shown with two branches, *b d*, one bolted or otherwise secured to the dash and the other to the body I of the vehicle.

By the above-described means the dashes may be furnished to the trade as independent articles of manufacture, as the foot may be fitted to vehicles in the process of construction or afterward, and the dash secured without altering or moving it. For the like reason, the feet adapted to the vehicles and dashes may be sold separately.

The construction described affords a ready means of constructing and applying the leather covering when the dash consists of a leather-covered frame, as the front and rear sheets, B B', of the cover may be sewed together at the edges *f*, outside the uprights; and the skirt *k*, below the rail E, may be sewed as required before applying the cover, which then only requires to be drawn on the frame and stitched at the top and inside the rails.

The bearing N for the attachment or foot may be within the frame, as shown in Figs. 1, 2, 3, 4, and 8, or it may be in an extension outside of the frame, the result being the same—*i. e.*, the frame being adapted to be secured without change to bodies of different widths. This bearing portion N may be secured permanently or detachably to the frame-bars. Thus in Figs. 1 and 2 it is provided with sockets for the reception of studs at the ends of the bars. In any case it affords a

strong and rigid connection between the foot and the frame, so that the latter cannot be bent over under anything less than destructive pressure. This is especially the case when both uprights, F and G, are secured to the bearing-piece N, whether within or without the frame proper; but when within the frame and extending up between the uprights, it stiffens and braces the latter.

The adjustment of the dash and foot is not necessarily limited to the mode described. For instance, it may be effected by means of a series of holes, affording a means of adjusting the foot at different points. When the foot is not required, the dash may be connected directly to the body with like advantage, as the points of connection may be varied to suit bodies of different widths.

The feature of lateral adjustability set forth therein is applicable to dashes and feet, or equivalent laterally-adjustable attachments, other than those particularly herein described.

S represents the upper edge rail, consisting of a rigid piece of metal, with a groove to receive the edge of the leather covering over which it is slid. The edge or interior of the rail is coated with cement or varnish, which, while liquid, acts as a lubricator in applying the rail, and secures it when it becomes dry.

I am thus enabled to dispense with the tedious process of forming a core or row of stitching to hold the rail to the edge of the leather, or of closing it down on said edge, as usual.

Without confining myself to any special mode of connecting the foot and dash adjustably, I claim—

1. The combination of a dash and laterally-adjustable attachments, whereby the same may be connected to vehicles of different widths, substantially as set forth.

2. A dash or dash-frame having slots or openings, whereby attachments may be made at different points, substantially as and for the purpose set forth.

3. A dash provided with bearings having slots or openings, substantially as and for the purpose specified.

4. A dash-frame provided with bearings, arranged to strengthen the frame in those parts whereby the dash is to be connected to the laterally-adjustable feet or to the vehicle.

5. A dash-frame provided with a detachable top section, substantially as set forth.

6. The combination, with the frame, of the removable bearing-piece N, substantially as set forth.

7. A dash provided with a rail or molding, S, secured by cement or other adhesive material, substantially as described.

8. A footless dash-frame, one or more of whose various parts are separable from the remaining portions and attachable to the latter, without welding, by means of mortises and tenons, or ends or extensions, and recesses to receive same, substantially as and for the purpose set forth.

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words.*